

The Region ReCAP

Southeast Region

...news from across the Region



Alabama-Florida-Georgia-Mississippi-Puerto Rico-Tennessee

May 2004



COMMANDER'S COMMENTS

Col Tony Pineda

CPPT – CADET PROTECTION PROGRAM

The Cadet Protection Program Training may be one of the most important training courses a senior member will take in his/her CAP career. Unlike our training courses for promotion advancement, this course impacts the lives of cadets as well as senior members. According to the regulations, "CAP is committed to doing everything reasonably possible to combat the potential for child abuse within our organization and to discourage our cadets from illegal use of alcohol and

other drugs. CAP members are expected to avoid even the appearance of impropriety involving cadets and report suspected abuse immediately. For the purpose of this policy, abuse is defined in three categories: Sexual abuse, physical abuse and hazing". It is imperative that every CAP Senior Member and Cadet over the age of 18 receive this training and that commanders continually reinforce the policy. The adherence to the CPPT program insures the safety and protection of our cadets and our senior members. I recommend that commanders request that senior members and cadets over the age of 18 have an annual review of the CPPT program to refresh and reinforce the policy and guidelines for the protection of all our members.

****Editors Note: 2004 is an election year in Civil Air Patrol. Col Tony Pineda, Southeast Region Commander is running for the position of NATIONAL COMMANDER. The election will take place at the National Board Conference to be held this year in Tampa, Florida from 18-21 August 2004. I would like to ask all of you to join in supporting Col Pineda in his run for the position of National Commander.***

CONGRATULATIONS!!!

Southeast Region Cadet Competition Winners



2004 SER Color Guard Champions – Florida Wing
2004 SER Drill Team Champions – Puerto Wing



(Cadet Programs continued)

CADET PROGRAMS

Submitted by Guillermo (Willie) Heredia, Major, SER Chief of Staff

The 2004 Southeast Region Cadet Competition was held 01-02 May 2004 at Tyndall AFB, FL.

Color Guard Competition:

Congratulations to Florida Wing - Southeast Region Color Guard Champions 2004!

Charlotte County Composite Squadron, FL-051



Results of the Color Guard Competition were as follows:

Overall: 1st place Florida; 2nd place Puerto Rico; 3rd place Georgia

In-Ranks Inspection: 1st place Puerto Rico; 2nd place Florida

Standard Drill: 1st place Puerto Rico; 2nd place Georgia

Indoor Presentation: 1st place Georgia; 2nd place Florida

Outside Presentation: 1st place Florida; 2nd place Georgia

Academics: 1st place Florida; 2nd place Mississippi - High Score: Steve Suggs from FLWG

Mile Run: 1st place Alabama; 2nd place Puerto Rico - Fastest Mile: Female-Kayla Smith, FLWG Male-Rivera, PRWG

Drill Team Competition,

Congratulations to Puerto Rico Wing- Southeast Region Drill Team Champions 2004!

Dr. Cesario Rosa Nieves Cadet Squadron



Results of the Drill Team Competition were as follows:

Overall: 1st place Puerto Rico, 2nd place Florida, 3rd place Tennessee

In-Ranks Inspection: 1st place Puerto Rico, 2nd place Florida

Standard Drill: 1st place Puerto Rico, 2nd place Florida

Innovative Drill: 1st place Puerto Rico, 2nd place Florida

Mile Run: 1st place Puerto Rico, 2nd place Florida

Fastest Mile: Female: Celeste Brewer
FLWG **Male:** Danny Catino TNWG & Armando Del Valle PRWG

Academics: 1st place Tennessee, 2nd place Florida

High Score: Joseph Satterfield TNWG, Danny Catino TNWG, & Jonathan Vazquez PRWG

Volleyball: 1st place Puerto Rico, 2nd place Tennessee

Panel Quiz: 1st place Florida, 2nd place Tennessee

(Cadet Programs continued)

Thank You Tyndall Air Force Base!



During our SER Cadet Competition on April 30, 2004 thru May 2, 2004, we recognized Tyndall AFB Base and the NCO Academy for their outstanding contributions during the past years.

On behalf of the members and staff of Civil Air Patrol's Southeast Region, we would like to extend our gratitude and appreciation to the Tyndall Air force Base and NCO Academy for hosting events such as the Southeast Region Cadet Competition and the Southeast Region Winter Encampment.

Major Guillermo Heredia, SER Chief of Staff presented a plaque to Colonel Martin L. Sayles, 325th Mission Support Group Commander and Chief Bill Southall, 325th Mission Support Group Chief.



Colonel Tony Pineda, SER Commander presented a plaque to Chief James T. Wood, NCO Academy Commandant, with Major Guillermo Heredia.

SER STAFF COLLEGE

Submitted by Valerie Brown, Lt Col, SER Special Assistant to the Commander – Training

SER Staff College '04 – REDESIGNED TO SERVE A RAPIDLY CHANGING CAP

To join us from July 24-30, 2004 for a dynamic and inspiring week at SER Staff College '04, send your CAP Form 17 with \$ 50.00 registration fee payable to SER, CAP to:

Lt Col Wes Hannah, CAP
Director, SER Staff College '04
c/o 4414 Turnberry Ct.
Bradenton, FL 34210-2965

Credit card registration will also be available from May 1 to July 1 on the FLWG website, for your convenience.

SER CHAPLAIN

Submitted by Chaplain Lt Col Ralph Rivers, SER Chaplain

THOUGHTS ON MEMORIAL DAY

In just a few days we will celebrate Memorial Day. It will be a weekend of gatherings. Gatherings to barbeque in the backyard and invite friends and family over. Gatherings to get sunburned at the beach or some other get away place. Gatherings to remember. Specifically, gatherings that honor and remember those who have given their lives as soldiers, sailors, and airmen/women. Not a few tears will be shed or old memories relived by those who were there. It will do us well to remember, especially in light of present events in Iraq and Afghanistan, that the vast majority of the men and women who serve in our military services do so with honor and dedication to the high ideals upon which our nation was founded and exists.

Our nation does not casually discard it's dead, nor does it take lightly it's responsibility to return our fallen heroes to the care of a loving family and a grateful nation.

I thank God for the dedication of those who answer the call to serve in our military. I am grateful for the level of dedication to the highest of our nation's ideals shown by those who serve in places of great danger. I am humbled by the memory of those who gave their lives on the fields of conflict and now rest in the place where peace will be forever.

Enjoy the day and pause to remember and offer a silent "thank you" in memory of those whose sacrifice enables us to be America, sweet land of liberty!

EMERGENCY SERVICES

Submitted by Luis Negron, Maj, SER Director, Emergency Services

Southeast Region Search and Rescue College. More information is posted on the SER Emergency Services website. <http://bellsouthpwp.net/l/e/lenegron/ser%20es%20page.htm>

Two New FEMA Resources for First Responders and Emergency Managers. The Federal Emergency Management Agency has issued the National Mutual Aid Glossary of Terms and Definitions and Resource Typing Definitions-I, which organizes equipment and teams by functional category and 'types' them according to capability and/or capacity.

Ridge and European Union Commissioner Discuss Homeland Security. On Monday, Tom Ridge, U.S. Secretary of Homeland Security and Antonio Vitorino, the European Union Commissioner of Justice and Home Affairs, discussed common security vulnerabilities. Ridge mentioned the agreement to expand the Container Security Initiative and said that current talks "will add to the important agreements we expect to reach with our fellow G-8 countries. It's another indication that there is more to unite us than divide."

Customs Border Safety Initiative Aims to Prevent Migrant Deaths. Robert Bonner, U.S. Customs and Border Protection Commissioner, and Magdalena Carral Cuevas, Commissioner of the National Institute of Migration in the Mexican Ministry of the Interior, on 6 May announced this year's Border Safety Initiative, a bilateral effort to disrupt smuggling routes and educate would-be illegal migrants about the dangers of confined spaces and heat-related deaths. The initiatives "will reduce migrant deaths by providing search and rescue training and public service announcements," said Bonner. The Border Patrol's Search Trauma and Rescue team rescued 1,221 people last year along the Southwest border, and so far this year has rescued more than 300 illegal migrants. Last year 340 people died trying to cross the border. As of 1 May 2004, 82 people had died. The "death season," May to September, when the death rate from illegal crossings soars, had not even begun.

House Subcommittee Holds Railroad Security Hearing. The House Committee on Transportation, Subcommittee on Railroads, held a hearing on railroad security on 5 May. Among the witnesses were Allan Rutter, Administrator of the Federal Railroad Administration; Chet Lunner, Assistant Administrator, Office of Maritime and Land Security; and Ed Hamberger, President, Association of American Railroads.

Submitted by Ernie Bilotto, Lt Col, SER Director of Counterdrug Operations

NOT HARDWIRED TO NORAD... HOW ABOUT A GOOD SUBSTITUTE, FLYTE TRAX II

I have recently entered into a trial agreement with the FlyteComm Corporation to try their commercial product of flight tracking software, as shown below. I believe this service will aid in the safety of our operations. Especially those that I oversee which require extended over-water missions on a large scale. Some of you may not be aware, but we in the Southeast Region are responsible for supporting the Southeast Air Defense Sector (SEADS) encompassing a zone from El Paso, TX along the Southwest border to Norfolk, VA, to include Puerto Rico and the Virgin Islands.

Here is where Flyte Trax II comes in, it provides real time flight tracking and can add to the safety of our crews on these missions, which have a higher than normal associated risk factor. We in the SER are the most proactive region to support 1st Air Force Air Interdiction Operations. We average three missions a month, all of which require a great deal of commitment and coordination of logistics, critical for mission success. We require our aircrews to be IFR current in addition to being qualified in over-water operations, along with the requirements per CAPR 60-1 Emergency Services. We pride ourselves on the fact that in over the past 8 years in support of these interdiction missions we have acquired a reputation of excellence. With over 200 missions to date, we average only a 3% scrub rate due to unavoidable maintenance issues. Other factors such as weather, also scrub an occasional mission. We did identify a program characteristic related to the blocking of our unique "CAP flight call signs" within the air traffic system. Therefore I am discussing options with NHQ to improve this program to insure and maintain the integrity feature that we provide to agencies we support. The FAA does have the ability to unblock our call signs, however considering the sensitivity of some of our missions, this item needs to be explored with a view to reaching a unified decision, and I believe we will reach an agreement in the near future. So on balance, this software has proven to be of real value and can improve the safety of our operations in the future. Below are the features and costs associated with this software.

FlyteComm FlyteTrax II TM

Next generation Flight Tracking and Weather Display System

What is FlyteTrax II?

FlyteTrax II is the only browser based flight tracking and weather display system, which utilizes FlyteComm's innovative Moving Map™ technology to provide a **clear, real-time view of the air space**. Accessible from any PC using Internet Explorer, FlyteTrax II is powerful and easy to use. The perfect tool for flight dispatch departments, corporate flight departments, limousine operators, FBO's and anyone needing real-time flight status information.



Key Features and Benefits

Browser based: Accessible from any PC utilizing Internet Explorer. No client software to install and maintain.

Powerful Aircraft Situation Display (ASD): Main ASD view can be customized to meet your specific needs, including: flights displayed, colors, map type, zoom level, weather options and more.

Integrated Flight Information Display (FID): View flight information on both a graphical map view as well as a textual listing of both en-route and proposed flights.

(Counterdrug continued)

Airport Zoom Feature: Multiple pop-up windows, allow you to zoom in on specific airports while maintaining an overview look on the main screen.

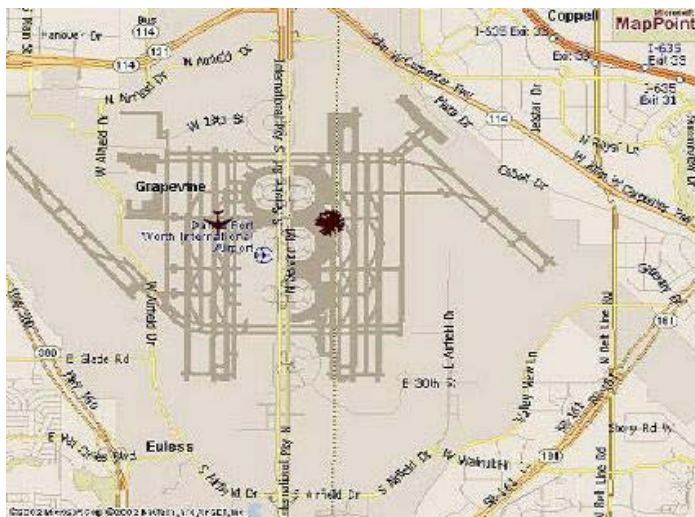
Multiple map views: Utilizing Microsoft's MapPoint™ technology, Worldwide maps are available in 9 detailed map options.

Searches: Powerful filtering tools allow refined searches from single aircraft to the whole air space. Multiple filters can be overlaid.

Weather Overlays: Satellite and Radar overlays provide a realistic view of the air space.

On Demand Reports: Instantly create reports that allow management to make better decisions on allocation of resources.

If your business relies on up-to-the-minute flight information, then FlyteTrax II is a must have tool that can save you money and help increase your revenue. User-friendly and accessible from any PC, FlyteTrax II is like having a flight control center right on your desktop.



FlyteTrax II allows you to plan more effectively, better respond to delays and save valuable time and resources in meeting customer needs

About FlyteComm

FlyteComm was founded in 1994 by former FAA employees involved with the development and implementation of the flow control system from which real-time aircraft data is obtained. 2003 FlyteComm Inc., The FlyteComm logo, and FlyteTrax II are trademarks or registered trademarks of FlyteComm Inc. Patents Pending. Printed in the USA - Version 05.03

- Flicker free screen refresh with moving map
- Lookup airports, airlines and aircraft
- Create multiple lists of specific aircraft
- Pop-up data tags
- Compound filters
- Multiple time formats and time zone options
- Detailed flight information for ASD and FIDS
- National radar mosaic overlay
- National satellite image overlay
- Detailed runway views for most airports
- Remembers last view settings
- Airport and aircraft activity reports
- Variable zoom from 5 to 3,000 miles
- Separate windows for multiple views

FlyteComm, Inc.
PO Box 62048
Sunnyvale, CA 94088
Tel: (408) 795-1405
Fax: (408) 999-7421
sales@flytecomm.com
www.flytecomm.com

(Counterdrug continued)

On Demand Reports

Want to know which aircraft arrived at your airport but did not come to your business? Need to know what time specific aircraft arrived and departed? With our powerful reporting tool, you can now generate historical reports instantly!

Powerful Filters & Lists

System features include extensive filtering capabilities, designed to allow you to customize the display and only show those items important to you. You can even configure the graphic display separately from the FID to give you complete control.

Multiple Airport Windows

FlyteTrax II offers a wide range of display options, including multiple map windows, each with a different zoom setting, airport focus and even map type.

FlyteTrax II™ Pricing

Annual Subscription Rates
5.12.03

List Price

FlyteTrax II Professional™ Single User License, Without Weather	\$ 1,999.00
FlyteTrax II Professional™ Single User License, Includes Radar and Satellite Weather	\$ 2,299.00
FlyteTrax II Professional™ Additional User License, Without Weather	\$ 699.00
FlyteTrax II Professional™ Additional User License, Includes Radar and Satellite Weather	\$ 799.00

Note:

- Pricing is based upon annual subscription commitment and must be paid in full at time of service start.
- Additional User License pricing is valid only for same Customer at same location.
- Prices subject to change without notice
- FlyteComm, Inc. Confidential

RIDGE HOPPING IN ALABAMA

ALWG COUNTERDRUG'S MOUNTAIN FLYING COURSE

Submitted by Ed Kessler, Capt, SER/CDDA



To non-pilots, Mountain Flying might evoke images of flying like a crop-duster, hedge-hopping tree lines near cotton fields, or being in a terrain hugging Tomahawk, or maybe it's just a matter of gaining sufficient altitude. Such is not the case.

The Mountain Flying Course was held by Maj Jay D Holland, Alabama Wing Counterdrug Officer, to improve safety and efficiency of counterdrug pilots and crews who fly drug eradication flights for DEA and ABI. The principal instructor was Lt Col Harold Coghlan, assisted by a pool of flight instructors, Joe

Saloom, Glen Atwell, John Emerson, David Mauritsen, Mort Bryant, Donnie Todd, Frank Sullivan, Larry Becker, Steve Leonard and Tom Holer. Day one of the clinic involved intensive safety & technical lectures by the Mountain Flying Instructors followed up by flying the ridges of East Alabama and applying the very skills just taught. Day two entailed morning classroom attendance by 21 CD pilots for classroom subjects per Maj Holland and Lt Col Coghlan, which was followed by afternoon sorties over the nearby Mountains and Ridges for which 12 aircraft were used and 24 sorties flown to enable the new Mountain Trained pilots to prove their knowledge of the principles learned. Course subjects included the following,

(Counterdrug continued)

which is a partial list: Safety, Prebriefing, Medical Status, Crew Rest / Crew Duty Day, Nutrition, Safety, Weather / NOTAMs, Survival Gear, Call Signs, Horizontal Boundaries, Entry & Exit Points, Routing, Safety, Special Instructions (SPINS), UHF / VHF Frequencies, Squawks, High bird, Block Altitudes, Safety, Geographic Points, Surface Threats (power lines, towers), Situational Awareness, Safety, Violations re: Area Boundaries, Minimum Cloud Separation, Safety, Minimum Altitude-Range. Weather Below Minimums, Radio Failure, Wing Rock, Safety, Fuel Situation Primary or Alternate Recovery Base, Tactical Maneuvering, Safety, Crew Resource Management, Clearing Turns, Inflight Checks, Radio Procedures, Wake Turbulence, Emergencies, Physiological Factors, Birdstrikes, Ditching, Lost Comm, Adm-Procedures, CAPF 84 & 108, Debriefing, Mission Objectives, Tactics, Lessons Learned, After Action Report and yes... Safety !!!!



Lt Col Coghlan, a multi rated commercial pilot, with 17,000 hours provided first hand accounts of the limits of turbocharged flight over the Andes at 23,000 ft., as well as addressing factors contributing to "Uncontrolled Descent" or "Flying Into Rising Terrain". Some of which are due to pilot error, failure to obtain weather briefings upwind / downwind of mountains, finding oneself in cloud ceilings below mountaintops, lack of understanding aircraft service ceilings, as well as ignorance of the life threatening realities of flying between Lenticular clouds and mountains. The clinic received excellent reviews by SER Ops Director Lt Col David Lehtonen, representing SER/Counterdrug Director Ernie Bilotto, as well

as Capt Ed Kessler SER/CD Director Assistant, and Maj Ray Spengler, ADY/Training. The CAP USAF (SD) State Director Rich Hodges, said he hasn't seen quality training as such in a longtime and gave an over all rating of Outstanding.

SER MEDICAL

Submitted by Pat Faunt, Lt Col, SER Nurse Officer

SPATIAL DISORIENTATION:

Definition: Spatial disorientation is an erroneous sense or mistaken perception of one's position and motion relative to the earth. We use our senses i.e. Visual, Vestibular and Somatosensory to maintain our balance, so we can know which end is up. But these senses become unreliable when our bodies are in motion without visual reference to the world around us. This is a physiological limitation and no amount of training or experience can overcome this limitation; however pilots can compensate by learning to fly by reference to their instruments, as long as the instruments are properly functioning.

As for our Visual system 90% of the information we use for orientation comes from the eyes. When you fly VFR, vision enables you to keep the airplane properly oriented to the earth by reference to the ground and sky and the horizon. Vision is relatively reliable but it's prone to illusions if we lose our visual clues. Actually all 3 sensory systems are prone to errors. The following are some of the most common illusions affecting pilots of fixed-wing aircraft.

Visual Illusions-A. False horizon, when the only or most distinct visual reference is a cloud formation, it can be confused with the horizon or the ground. A sloping cloud deck that extends into a pilot's peripheral vision will appear to be horizontal. Likewise, a cloudbank below the aircraft that is not horizontal to the ground may appear to be horizontal. These illusions cause the pilot to fly the aircraft in a banked attitude. B. Confusing Ground and Star Light, at night ground lights can be confused with stars. This can lead pilots to maneuver the aircraft into an unusual attitude in an effort to put the ground lights above them. C. Autokinesis, at night a stationary dim light against a dark background will appear to move if a pilot visually fixates on the light for about 6 to 12 seconds. This can lead the pilots to mistake the light for another aircraft and attempt to maneuver the aircraft to compensate for the perceived movement of the light.

Vestibular Illusions-A. The Leans, most common. It's the failure to detect angular, or banking motion. B. Graveyard Spiral, this is a high speed, tight descending turn (not a spin) entered as a result of a failure to detect rolling motion. C. Vertigo/Coriolis Illusion, This is caused by abrupt movements of the head in a different geometrical plane than that of the aircraft & can set the fluid in the semicircular canals moving in such a way as to create an overwhelming sensation of tumbling head over heels. D. Inversion

(SER Medical continued)

Illusion, Caused by an abrupt change from climb to straight and level flight. This can excessively stimulate the sensory organs for gravity and linear acceleration, creating the illusion of tumbling backwards.

Recovery from Spatial Disorientation: Scan all relevant instruments before making inputs. Start with the attitude indicator, it provides the main picture of what your airplane is doing. See where the nose is and where the wings are in relation to the horizon. Note your airspeed, vertical speed and altitude.

Spatial Disorientation Avoidance Checklist: 1. Maintain VFR 2. Fly within your capabilities. 3. Get an instrument rating.

Be Aware. Take Care.

SER PERSONNEL

Submitted by Diane Reid, Maj, SER Director of Personnel/PAO

Promotions around the Region

Joseph Martin	FL-001	Lt Col
John Pettit	FL-142	Lt Col
Pat Wallace	GA-001	Lt Col
Eddie Hood	GA-001	Maj

CONGRATULATIONS TO ALL!

JUNE BIRTHDAYS

Ltc Charles Clement	6-16
Ltc Kenneth Colton	6-24
Ltc Dave Garner	6-19
Ltc Kelvin Kelkenberg	6-13
Ltc Ltc Bartolo Ortiz	6-10
Maj Willie Heredia	6-17
Maj Sharon Taylor	6-29



PLEASE JOIN US IN WISHING THEM A VERY HAPPY BIRTHDAY!

TENNESSEE WING

Commander: Col Jim Rushing

Submitted by Lt. Col. Melinda Lord, TN Wing Chief of Staff

"FAA Wings Weekend" Pilots earn your 'Wings' in One Day!! May 22, 2004 at 8:00 AM

Location: Beechcraft Museum, Tullahoma Airport, Tullahoma, TN

507 Old Shelbyville Hwy. Tullahoma, TN 37388

Volunteer CFI's will be assigned to each pilot. Safety Seminars will be available to complete Wings program requirements. Volunteer CFI's contact Jim Trusty at Lrn2Fly@bellsouth.net or 615-479-8355

To view further details and to register for this event,

http://www.faasafety.gov/event_details.aspx?eid=1754

Today's safety slogan is:

Working Without Safety Is A Dead-End Job

(Tennessee Wing continued)

FIGHTING FATIGUE

It should be less than two years now until EASA assumes the role of safety overseer for Operations and Licensing for 25 European states. In order for it to do so, the sticky problem of Crew Flight and Rest Time Limitations (FTL) has to be faced head on: not by EASA, but by the airlines and crew unions. The current status is that JAR OPS 1 sub-part Q (FTL) is vacant, and not all national authorities have a FTL scheme in place. Of those that do, some are better than others; better of course depends on your point of view! <http://www.fly-safely.org/story.asp?id=68>

FYI
For Your Information

Submitted by Ray Hayden, Maj, SER Director, Professional Development

Heart Attack (if you're alone) - Important. Please Read

Let's say it's 6.15pm and you're driving home (alone of course), after an unusually hard day on the job. You're really tired, upset and frustrated. Suddenly you start experiencing severe pain in your chest that starts to radiate out into your arm and up into your jaw. You are only about five miles from the hospital nearest your home. Unfortunately you don't know if you'll be able to make it that far. You have been trained in CPR, but the guy that taught the course did not tell you how to perform it on yourself.

HOW TO SURVIVE A HEART ATTACK WHEN ALONE

Since many people are alone when they suffer a heart attack, without help, the person whose heart is beating improperly and who begins to feel faint, has only about 10 seconds left before losing consciousness. However, these victims can help themselves by coughing repeatedly and very vigorously. A deep breath should be taken before each cough, and the cough must be deep and prolonged, as when producing sputum from deep inside the chest. A breath and a cough must be repeated about every two seconds without let-up until help arrives, or until the heart is felt to be beating normally again.

Deep breaths get oxygen into the lungs and coughing movements squeeze the heart and keep the blood circulating. The squeezing pressure on the heart also helps it regain normal rhythm. In this way, heart attack victims can get to a hospital.

ITEMS NEEDED BY THE DEPLOYED TROOPS

Toiletries

Small packages of wipes
Small packages of tissue
Small jars of petroleum jelly
Lip balm
Eye drops
Small lotions & moisturizers
Sample size shampoo
Hand sanitizer
Emery boards
Nail Clippers
Small size sun block
Small toothpaste
Toothbrushes & floss
Small size mouthwash
Deodorant – men & women
Disposable razors
Band aids
Powder
Foot powder

Food

Small packaged cookies
Hard candies
Nuts, seeds, etc.
Ramen noodles
Chewing gum
Small trail mix
Granola bars
Snack crackers
Microwave Popcorn
Crackerjacks
Beef jerky
Cup-of-soup
Hot chocolate mix
Lemonade & Kool-Aid
Instant coffee mix
Tea bags
Mints, gumdrops,
Jellybeans

Support the Troops



**Office of the Florida Wing
Chaplain
Chaplain Lt. Col. Dewey E.
Painter, Sr.
P.O. Box 551065
Jacksonville, Florida 32255-1065
(904) 356-5032**

(Deployed Troops continued)

Miscellaneous

Small notepads
Phone cards

Pens, pencils
Puzzle Book

Cards, letters, drawings – especially from children

THINK SMALL! The “Share Packages” we send on a regular, year-round basis are designed to be shared with 8 – 10 people, and we want to put as large a variety as possible in the boxes. Since the US Postal Service charges us full rate for shipping packages to the troops, weight is a major issue. Large items just take up too much space and weight. The small, sample-size shampoos, lotions, etc. are perfect. One of the most-requested items is the flat, individual packages of baby wipes that can be carried in the pocket of the BDUs. When you’re in the field for weeks at a time, with no opportunity to take a shower, wipes are the only way to keep clean!

Please note that we can’t send chocolate candy. It melts! Hard candies and jellybeans, etc. must be prepackaged in bags or they will make a real mess in the boxes before they can get where they’re going. Also, perishables such as cheese, fruit, pastries, etc., won’t survive the heat, the rough handling in the military postal service, and the 4 -- 6 weeks it takes for a package to reach its destination.

**There will be a collection box at the Florida Wing Conference
Ft. Lauderdale 4 – 6 June 2004.**

**Bring you items there or if you unit is mailing packages you can pick up items for the packages
from what is donated in the collection barrel.**

If you have questions, please call Ch. Lt. Col. Dewey Painter, CAP at ChaplainPainter@Bellsouth.Net

Florida Wing CAP
SER CAP
Nebraska Wing CAP

Others are joining this effort to help support the troops – Contact Chaplain Painter for details.

SER CALENDAR OF EVENTS:

21-22 May
4-6 June
6-12 June
13-19 June

19-25 June
4-10 July
7-10 July
8-18 July
25-31 July

25-31 July
18-21 August
5-7 November
27 Dec 04 – 02 Jan 05

NEC Board Meeting, Philadelphia
Florida Wing Conference
Miss Wing Encampment
Region Cadet Leadership School, Columbus AFB, MS
Director: Lt Col Hugh Sloan, hsloan@bus.olemiss.edu
Georgia Wing Encampment
Florida Wing Encampment
National Cadet Competition, Ohio
SER Search & Rescue College, Camp Blanding, FL
Region Cadet Leadership School, Patrick AFB, FL
Director: Capt Vickie Meyer (temp), vickiepw@aol.com
SER Staff College, TN
National Boards, Tampa, FL
Tennessee Wing Conference
SER Winter Encampment, Tyndall AFB, FL
Commander: Ltc Robert Masiker, rmasiker@juno.com

Please send all Squadron and Wing Newsletters to dreid1953@bellsouth.net